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"HONGKONG TELEGRAPH"
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The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 290

日一初月二年二十二精光

SATURDAY, MARCH 14, 1896.

六拜禮

號四十月三英港香

THIRTY DOLLARS
PER ANNUM.

European Subscribers to the
Hongkong Telegraph are, from
1st October, 1895, insured for
the sum of \$1,000 against Fatal
Accident.

Banking.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$10,000,000
Reserve Fund \$5,750,000
Reserve Liability of Proprietors \$10,000,000

COURT OF DIRECTORS:
A. McCORMICK, Esq., Chairman.
St. C. MICHAELSON, Esq., Deputy Chairman.
Hon. J. J. Bell-Irving, Esq., J. Krimer, Esq.
G. B. Dodwell, Esq., D. B. Sassoon, Esq.
M. D. Eschel, Esq., D. B. Shaw, Esq.
R. M. Gray, Esq., N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
Shanghai—J. P. WARD, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Accounts at the rate of 2 per Cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON,
Chief Manager,
Hongkong, 15th February, 1896.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, 1st August, 1895.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Subscribed Capital \$500,000

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS:
D. Gillies, Esq.,
H. Stoller, Esq.,
Chan Kih Shun, Esq.,
Chow Tung Shing, Esq.,
Kwan Hoi Chuen, Esq.

CHIEF MANAGER,
GEO. W. F. PLAYFAIR.
Interest on 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL \$1,000,000
SUBSCRIBED \$1,185,000
PAID-UP \$688,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED ON CURRENT
ACCOUNTS at the Rate of 2 per cent.
per annum on the Daily Balance.

ON NEW FIXED DEPOSITS:
For 12 Months, 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "
DEPOSITS RENEWED ON OLD TERMS.
J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 18th December, 1895.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$300,000
RESERVE LIABILITY OF SHARE-
HOLDERS \$300,000
RESERVE FUND \$335,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895.

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
CONTRIBUTING SHAREHOLDERS are
requested to send in a STATEMENT of
BUSINESS CONTRIBUTED during the Half Year
ended 31st December, 1895, on or before the
31st instant, on which date the ACCOUNTS
will be CLOSED.
By Order of the Board of Directors,
R. COOKE,
Acting General Manager,
Hongkong, 2nd March, 1896.

CANTON INSURANCE OFFICE, LIMITED.

ADJUSTMENT OF BONUS FOR THE
YEAR 1895.
CONTRIBUTORS to the above Office are
requested to furnish the Underwritten
with a LIST of their CONTRIBUTIONS for
the year ending 31st December, 1895, in order
that the distribution of BONUS may be
arranged. Returns not rendered prior to the
31st day of March, instant, will be adjusted by
the Office, and no claims or alterations will be
subsequently admitted.
JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED,
Hongkong, 4th March, 1896.

G. FALCONER & CO.

WATCH AND CHRONOMETER MANU-
FACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS,
CHARTS and BOOKS.
No. 4, Queen's Road Central.

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG, HOTEL-PRAYA.
Sole Eastern Agents for

SPRINTOR GRIP ARMOURD HOSE.
SNOWDON, SONS & Co. "SNOW."
DRIFT MANUFACTURER.

THE NEW WIRE WOVE ROOFING CO.
THE ALUMINIUM AND GENERAL
FOUNDRY CO.

BELL'S METALLIC and ASBESTOS PACKINGS are unequalled for both Compound and
Triple Expansion Engines.

COTTON PARAGON PACKING, TUCK'S PACKING and all kinds of jointings kept in stock.
SPECIALLY MADE CLOTH FOR FILTERS. ENGINE AND CYLINDER OILS.
W. JACKSON, Manager.
Hongkong, 27th February, 1896.

EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT GOLDEN MEDAL PETROLEUM ENGINES

OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.
WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.
A Working Stationary Engine and a Launch with a 4 H.P.
Engines will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.

47] NO PROFESSIONAL ENGINEER REQUIRED.

HAVE YOU TRIED BRAUN'S "EXPORT" BEER

IS A QUESTION EVERYONE IS ASKING EVERYONE ELSE.
IF NOT TRY IT AND YOU WILL PRONOUNCE IT A FIRST CLASS LAGER BEER,
A MARVEL OF CHEAPNESS AND A DELIGHT TO THE EPICURE.

PRICE:
\$10.50 per Case of 6 dozen Plates. \$12.50 per Case of 4 dozen Quarts.
Cash on Delivery.

THE SEATTLE BREWING & MALTING CO., CHINA-JAPAN AGENCY.
Head Office—8, D'Aguiar Street, Hongkong.
For price and terms, apply to THE MANAGER.

Hongkong, 22nd January, 1896.

MEALS

MORNING MEALS FOR
AT H.M. HOTEL

BREAKFAST \$1.00
DINNER \$1.50
SUPPER \$1.00
ALL 3 MEALS \$4.50

LANE, CRAWFORD & CO.

GENERAL STORE-KEEPERS AND COMMISSION AGENTS.
SHIPCHANDLERY DEPARTMENT.

SIR CHAS. PRICE & Co.'s ENGINE and CYLINDER OILS.
ENGLEBERT'S CYLINDER OIL.
CRANE'S CYLINDER OIL.
VALVOLINE, CASTOR OIL, &c., &c.

TUCK'S GENUINE PATENT PACKING.
ASBESTOS PACKINGS of all kinds.
PARAGON PATENT PACKING.

ROPE, CANVAS, &c.
HUBBARD'S PAINTS and VARNISHES.
HOLZAPFEL'S PATENT COMPOSITION, ANTI-CORROSIVE and ANTI-FOULING, for
STEEL VESSELS.

SOAPSTONE ENAMEL COMPOSITIONS for HOLDS, BOWERS and TOP-SIDES.
FRESH WATER SUPPLIED.

LANE, CRAWFORD & CO.
Hongkong, 4th February, 1896.

THE CLUB HOTEL, METROPOLE,

1, BUND, YOKOHAMA. 1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervi-
sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.
Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every
convenience given in clearing luggage and affording information. Passengers are met at the
Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO.

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS AND BOMBAY CAP 1000 TONS TO SAIL REMARKS

LONDON ... Bombay ... R. J. Sier ... About 21st March, Freight or Passage.
(Calling at Colombo if sufficient inducement offered.)

SHANGHAI ... Canton ... A. G. Cubitt, R.N.R. ... About 22nd March, Freight or Passage.
(Passing through the Inland Sea.)

SHANGHAI ... Peking ... F. Cole ... About 23rd March, Freight or Passage.
(See Special Advertisement.)

LONDON ... Rosetta ... G. K. Weight, R.N.R. ... Noon, 26th Mar. ... Freight or Passage.
(Passing through the Inland Sea.)

JAPAN, &c. ... Yokohama ... C. H. S. Tooke, R.N.R. ... Noon, 27th Mar. ... Freight or Passage.
(Passing through the Inland Sea.)

LONDON ... Formosa ... E. P. Bishop ... About 6th April ... Freight or Passage.
For Further Particulars, apply to ALF. WOOLLEY, Acting Superintendent.
Hongkong, 14th March, 1896.

"MATHUSALEM," CHOICE OLD LIQUEUR BRANDY.

\$42.00 PER DOZEN.

HANAPPIER'S THREE STAR, EXCELLENT VALUE.

\$31.00 PER DOZEN.

SOLE AGENTS—
GANDE PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
22, QUEEN'S ROAD CENTRAL.
Hongkong, 14th March, 1896.

KIRIN BEER, BREWED IN YOKOHAMA

BY THE
JAPAN BREWERY COMPANY, LIMITED.

PER CASE OF 4 doz. qts. \$10.00
" " 8 " pils. \$13.00

CALDBECK, MACGREGOR & Co.,
SOLE AGENTS.
Hongkong, 1st March, 1896.

THE HONGKONG BUTCHERY, Nos. 11, 12 and 13 Central Market.

TRY OUR
VEAL SAUSAGES 2 1/2 Cents per lb.
BOLOGNA SAUSAGES 50 Cents per lb.

SHIPPING AND COAST PORT ORDERS WILL HAVE PROMPT ATTENTION.

J. TATAM,
Proprietor.
Hongkong, 17th February, 1896.

FOR SALE. G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pils. \$35 per case.
do " 1 " quarts \$33

SHAW & Co.,
Agents.
Hongkong, 15th May, 1895.

KELLY & WALSH, LD.

FANCY NECESSITIES.
PHOTO ALBUMS, PHOTO CASES, WRITING CASES, LETTER CASES, CARD CASES.

SMOKERS CABINETS, CIGARETTE CASES, CIGAR CASES, JEWELS BOXES, SCENT BOTTLES.

QUITE FRESH AND VERY CHEAP.
Hongkong, 28th February, 1896.

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.
TELEGRAPHIC ADDRESS: "Excelsior," Hongkong, A. B. C. Code. No. 35.
TELEPHONE, THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.
ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOM.

For further Particulars apply to THE MANAGER, MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1895.

AMERICAN SYSTEM OF DENTISTRY

AT
62, QUEEN'S ROAD CENTRAL.
CHADWICK KEW,
(Lanc. & Dent. &c.)
Hongkong, 9th March, 1896.

LEVY HERMANOS, AND AT SHANGHAI, MANILA, ILOILO AND PARIS.

JEWELLERY, DIAMONDS, WATCHES,
CHRONOMETER & CLOCKMAKERS,
ALL
GENERAL IMPORT & EXPORT.
10, QUEEN'S ROAD CENTRAL,
Opposite the Telephone Office.
Hongkong, 6th March, 1896.

Insurances.

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1844.
CAPITAL \$1,000,000
TOTAL FUNDS AND SECURITIES \$1,800,000
NET ANNUAL FIRE PREMIUM \$757,478

HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN and CHINESE RISKS
at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1895.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Agents.
Hongkong, 28th May, 1895.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED \$1,000,000
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 28th May, 1895.

GENERAL NOTICE. THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAELS 600,000 \$33,333.33
EQUAL TO
RESERVE FUND \$318,000.00

BOARD OF DIRECTORS:
LEE SING, Esq., LO YUK MOON, Esq.,
LOU TSO SHUN, Esq.

MANAGER—HO AMEL.
MARINE RISKS on GOODS, &c., taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 2 & 3, PRAYA WEST,
Hongkong, 28th May, 1895.

Intimations.

GEO. FENWICK AND COMPANY, LIMITED.

THE SEVENTH ORDINARY GENERAL
MEETING of SHAREHOLDERS will
be held in the HONGKONG HOTEL on THURSDAY,
the 19th instant, at NOON, for the purpose
of receiving the Report of the General Manager,
a Statement of Accounts to 31st December, 1895,
to declare a Dividend, and elect a Consulting
Committee and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 16th to 19th instant,
both days inclusive.

GEO. FENWICK,
General Manager.
Hongkong, 13th March, 1896.

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE TWELFTH ORDINARY ANNUAL
MEETING of SHAREHOLDERS in
the Company will be held at the COMPANY'S
OFFICE, No. 9, Praya Central, Victoria, on
SATURDAY, the 21st March, at Twelve
o'clock Noon, for the purpose of receiving a
Statement of Accounts and the Report of the
General Managers for the year ending 31st
December, 1895, declaring a Dividend, and
electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 7th to the 21st inst.,
both days inclusive.

SHAW & Co.,
General Managers.
Hongkong, 2nd March, 1896.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.
THE EIGHTEENTH ORDINARY
ANNUAL MEETING of the SHARE-
HOLDERS of the COMPANY will be held at the
OFFICES of the GENERAL AGENTS, Pedder's
Street, at NOON on FRIDAY, the 27th March,
for the purpose of receiving their Report with a
Statement of Accounts to 31st December, 1895.
The TRANSFER BOOKS of the Company
will be CLOSED from the 13th to 27th March,
both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 6th March, 1896.

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.
THE FOURTEENTH ORDINARY
ANNUAL MEETING of the SHARE-
HOLDERS of the COMPANY will be held at the
OFFICES of the GENERAL AGENTS, Pedder's
Street, at 12.30 P.M. on FRIDAY, the 27th
March, for the purpose of receiving their Report
and a Statement of Accounts to 31st December,
1895.

The TRANSFER BOOKS of the Company
will be CLOSED from the 13th to 27th March,
both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 6th March, 1896.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE THIRTEENTH ORDINARY
GENERAL MEETING of SHARE-
HOLDERS in the COMPANY will be held at the
COMPANY'S OFFICE, No. 9, Praya Central,
Victoria, on SATURDAY, the 28th March, at
12 o'clock Noon, for the purpose of receiving a
Statement of Accounts and the Report of the
General Managers for the year ending 31st
December, 1895, declaring a Dividend, and
electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 13th to the 28th
instant, both days inclusive.

SHAW & Co.,
General Managers.
Hongkong, 6th March, 1896.

Today's Advertisements.

HONGKONG VOLUNTEER CORPS.

CORPS ORDERS FOR WEEK ENDING 21ST MARCH, 1896.

GENERAL.

No. 364.—RECRUITS' COURSE OF MUSKETRY.—At Police Range, Kowloon, on SATURDAY, 21st instant, for both Units (only Recruits who did not fire Trained Soldier's Course last Season to attend). Launch to leave New Pedder's Wharf at 2.15 P.M. sharp. Free Ammunition.

Uniform for both Units.—Khaki drill, helmets, carbines, side arms and pouches.

For DUTY.—Captains MCALLUM and Sergt. WYLE.

FIELD BATTERY.

No. 365.—DRILL.—TUESDAY, Headquarters, 7.40 P.M. carbine and marching.

THURSDAY, Headquarters, 9 P.M., carbine and marching.

WEDNESDAY, Kowloon Dock, 5.30 P.M., carbine and marching.

Plain Clothes for three Parades.

No. 366.—SIGNALING.—At Headquarters, with Lamp, THURSDAY and SATURDAY, at 6.30 P.M.

"A" MACHINE GUN CO.

MONDAY, Gun, 5.30 P.M., Plain Clothes.

WEDNESDAY, Squad, 5.30 P.M., Plain Clothes.

THURSDAY, Squad, 4.40 P.M., Plain Clothes.

FRIDAY, Gun, 5.30 P.M., Plain Clothes.

NOTICE.

Applications from Gentlemen desirous of joining the Corps should be sent to VOLUNTEER HEADQUARTERS, where a copy of the Regulations, &c., will be sent, and any information afforded.

By Order, L. A. C. GORDON, Captain R.A.

Adjutant, H.K.V.C. Hongkong, 14th March, 1896. [520]

DISSOLUTION OF PARTNERSHIP.

TO FACILITATE the winding-up of the Late MR. ERWIN BYRNE'S interest in the HONGKONG TRADING CO.

A SALE.

Will commence on WEDNESDAY, the 18th instant, When Great Bargains in GENTLEMEN'S OUTFITTING AND "LADIES' DRAPERY GOODS" will be offered.

Sale will take place at 1, 3 & 5, D'AGUIAR STREET, Hongkong, 14th March, 1896. [521]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship from SAN FRANCISCO, are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns at Wanchai, from whence delivery may be obtained on countersignature of Bills of Lading.

Cargo from YOKOHAMA will be delivered from alongside.

Goods remaining unclaimed after the 21st instant, will be subject to sale.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 14th March, 1896. [522]

NORTH PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO from Tacoma, Wash., Victoria, B.C., and places beyond, per Company's Chartered S.S. *Strathgairn*, which steamer had to put back to Port Townsend, Wash., owing to break down of Machinery, are hereby notified that before delivery of their Cargo will be granted, they will be required to furnish particulars and values, and signs the AVERAGE BOND, and to pay to the Underwriter a Deposit of Twenty per cent. (20%) of the value.

The S.S. *Strathgairn* is due here about the 21st instant.

DODWELL, CARLILL & Co., General Agents.

Hongkong, 14th March, 1896. [523]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"HYDASPES".

FROM BOMBAY AND STRAITS. Consignees of cargo by the above-named vessel are hereby notified that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Madras, ex S.S. *Secundra*.

Goods not cleared by the 21st instant at 4 P.M. will be subject to sale.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and notice of same given to the Underwriter on or before the 23rd instant, after which no Claims will be recognized.

ALF. WOOLLEY, Acting Superintendent.

Hongkong, 14th March, 1896. [524]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND NEWCHANG.

THE Steamship

"FOOCHOW".

Captain Blackburne, will be despatched on MONDAY, the 16th instant, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th March, 1896. [525]

Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG".

Captain Davis, will be despatched for the above Ports on TUESDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 14th March, 1896. [527]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"TSINAN".

Captain Geo. Ramsey, will be despatched on WEDNESDAY, the 26th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th March, 1896. [529]

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 14th May, 1896. [527]

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LIST.

With Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINE and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 10th January, 1896.

NOTICE TO CONTRIBUTORS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters of Editorial matters to be sent to "The Editor" and not to the Manager of the paper.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

DEATH.

At Shanghai, on the 9th of March, the infant son of THOMAS and EMMA BUNT.

HONGKONG, SATURDAY, MARCH 14, 1896.

ANOTHER SANITARY BOARD MUDDLE.

We have carefully noted Mr. Ede's letter addressed to the President of the Sanitary Board on the subject of the proposed sale, by auction, of material from Talpingshan. We note also the Medical Officer of Health's minute at the foot of that letter—"I agree." We observe, with very great regret, that at the meeting of the Board on the 12th instant, the Medical Officer of Health explained that he had so minutely the paper solely and entirely out of consideration for the public prejudices on the subject and that, as a scientific man, he concurred with his official superiors, the Acting Colonial Surgeon and the Director of Public Works, in the opinion that there was no danger of infection from the handling of these materials.

Mr. Ede's letter contains, first, a recommendation that no wood or brick from Talpingshan should be sold, but should be removed and burnt, and then an opinion that (1) plague might easily be transmitted by means of such wood; (2) that the wood itself was of the filthiest description; (3) that if it was very dangerous to disturb the soil under the floors of houses when concreting them, it was equally dangerous to distribute broadcast the wood and brick from Talpingshan. These are not Mr. Ede's precise words, but they are the very substance of his letter. With which of these statements of Mr. Ede's opinion did the Medical Officer of Health agree? Any one seeing his minute would assume, as of course, that he agreed with them all. The value of the recommendation made by Mr. Ede depended entirely on the reasons he urged in support of it.

With a knowledge of the resolution arrived at by the M. O. H., not under any circumstances, to vote against the wishes or opinions of his official superiors, there is nothing uncharitable in assuming that his explanation of the meaning of the words "I agree" given after he had learned what views his official superiors entertained on the question, was influenced and coloured by his desire to stand well with the powers that be. We do not know what special qualifications Dr. CLARK may possess for his present appointment. We are bound to presume that he would not have been appointed to it if he had not been an expert in sanitary science as well as a capable medical man.

If he is not the former as well as the latter then he has no business in Hongkong, and another little job has been perpetrated in his appointment. He is here, anyway, as Medical Officer of Health, to perform precisely similar functions to those performed by similar officers at home. He is the authority in the Colony on all matters affecting the public health, and he has to advise the Government as well as the Sanitary Board on all questions arising in connection therewith. What value can either the Government or the Board or the public attach to his opinions on any point; of what value is he to the Colony; if, for the sake of official advancement, or of peace and quiet, or out of regard for the etiquette or supposed etiquette of his profession, his scientific opinions are to be moulded according to the opinions of the Colonial Surgeon, whose duties and functions are, as Dr. CLARK pointed out, of a different class altogether, or of the Director of Public Works, who has had no training at all in preventive or in any other branch of medicine?

We beg to assure the Medical Officer of Health that if he wishes to obtain and retain the respect of the community or even of the Government he serves, he must show himself to be a man of independent mind, capable of forming opinions of his own and of giving expression to them irrespective of the opinions of those about him. The sole use of a Sanitary Board and of its meetings, whether public or private, is to enable the members to consult together, to hear the genuine views and opinions entertained by each other, to discuss them, and out of the conflict of ideas to arrive at sound and practical conclusions. One of the most useful purposes subserved by the presence on the Sanitary Board of a majority of unofficial members was to secure this freedom of thought and freedom of speech and to prevent a strong-minded official, like Mr. PEARCE, or Mr. COOPER, from carrying with him the junior official members—not because they agreed with him, but because it was sound policy to vote as he voted and to speak as he spoke. It is bad enough to have a Legislative Council of official members. If there is to be a Sanitary Board let it be laid down, as a rule, that all meetings are to be held in public and that no official member is to be called to account in any way outside of the Board Room for anything he may have said inside the room.

RE THE CHINESE CHAMBER OF COMMERCE.

The complaint made by the Government of Hongkong to the Viceroy at Canton, and the Viceroy's reprimand addressed to Colonel CHUR, of Kowloon, for having paid a visit to Hongkong and taken part in a religious ceremonial at the opening of the Chinese Chamber of Commerce are hardly worthy of note or comment, but as our contemporaries have taken up the affair and have given the Government credit for having satisfactorily vindicated their authority in the Colony and the dignity of the Empire, we cannot resist the temptation to say something on the other side of the question.

If the German Admiral had been invited to preside at the opening of a German Club, or the French Admiral had opened a Bazaar at the Convent in Wanchai, would there have been any impropriety in either of these foreign officers accepting the invitation, landing in full uniform, and presiding on the occasion? None at all. Would there have been any ground for complaint against either the German residents or the French Sisters, or any foundation for a charge of disloyalty, or of want of respect for the constituted authorities? Absolutely none. Would it have made any difference if the Government of the Colony had presented land for the Convent or subscribed for the construction of the Club? Certainly not. The Chinese merchants and traders who are members of the Chamber of Commerce are, most of them, Chinese subjects, domiciled in China, and are in the same position precisely as the French and the Germans. They are bound to obedience and to respect the laws and the authorities while they reside here, but they have other ties and another allegiance beyond the limits of the Colony. The Chinese have no greater rights and privileges in any respect than other foreigners in Hongkong, and their obligations are no greater.

The opening of the Chinese Chamber of Commerce was in no sense a more public ceremonial than the opening of a Club or of a Bazaar, and the Chinese members of the Chamber were as free to invite one of their own countrymen to perform that service as any other body of men in the Colony to ask a foreign Admiral or General to do the like. If it was necessary to prevent the Chinese from doing what the members of any other national group would have been free to do, the Government ought to have taken proper precautions beforehand. Has the constitution of the Chinese Chamber been submitted to and approved by the Governor? Has he annexed any conditions to the grant of a lease for the building? The Government knew several days before the ceremony what the Committee proposed to do and who were to be present. If this information was not in possession of the Registrar-General and Colonial Secretary he must have been very badly served by his subordinates, and Dr. Ho Kai and Mr. Wai Yux, who have led the public to believe that they thought these proceedings disloyal and in every respect objectionable, must have failed in their duty to inform the Government. Having thus neglected their duty to interpose and prevent what was about to be done it was mean and pitiful on the part of the Government to complain of it afterwards, and for the credit of the Colony it had better have been left alone.

The issue of the proclamation almost amounts to a confession that the Government of the Colony is unable to exercise control over what goes on within its jurisdiction and must invoke the aid of the Canton Viceroy before it can deliver a public reprimand to a Chinese resident whom the powers that be are pleased to consider troublesome. The publication of the Viceroy's letter in a formal Proclamation by the Governor is aimed not at the ostensible subject of it, the poor unoffending Kowloon Colonel, but at Mr. HO AXI and his friends.

TELEGRAMS.

REUTER'S MESSAGES.

THE VENEZUELAN QUESTION.

LONDON, March 13th.

It is believed in Washington that a peaceful settlement of the Venezuelan question is now certain. The attitude of Venezuela is more conciliatory.

REWARDS FOR THE ASHANTI WARRIORS.

The troops engaged in the Ashanti expedition will receive a donation of one month's pay.

AUSTRIA, GREAT BRITAIN, AND GERMANY.

The Emperor of Austria will prolong his stay in the Riviera in order to visit Queen Victoria upon her arrival there. It is reported his reason therefor is that he is desirous of promoting a reconciliation between Great Britain and Germany.

THE WAR IN AFRICA.

Kisumu is advancing slowly towards Adiga and two British forces are advancing on Kisumu.

THE ADMINISTRATION OF RHODESIA.

Mr. Chamberlain has appointed Sir Richard Maitland, Commander-General of Bechuanaland and Rhodesia, and Deputy Commissioner of South Africa. This is regarded as a serious curtailment of the privileges of the Chartered Company.

THE NEW CHINESE LOAN.

The Times states that the preliminary contract for the Anglo-German loan has been signed in Peking.

TURKEY AND RUSSIA.

The Sultan has conferred the Order of Osmanieh on Mr. de Nidoff. This is regarded as cementing the tacit agreement between Russia and Turkey.

THE TRANSVAAL.

Mr. Chamberlain has received no reply to his despatch of the 4th February.

(From Japanese Papers.) THE KING OF KOREA.

SEOUL, March 2nd.

The English, German and American Ministers have persuaded the King to return to the Palace.

ANOTHER ADVISER.

SEOUL, March 3rd.

A British resident, named Brown, has been appointed adviser to the Finance Department.

[Mr.] McLeary Brown was Chief Commissioner of Customs at Seoul under the old régime; he may be the person referred to.]

QUARANTINE AT KOBE.

Kobe, March 5th.

At there are signs of a spread of the plague at Hongkong, the Quarantine Station on Wado Point will shortly be opened.

THE LOSS OF THE "HUMBER."

SEOUL, March 3rd.

The British Mercantile Steamship Co.'s steamer *Humber*, which was carrying 1,000 tons of office for the Mitsui Bussan Kaisha, has stranded on Sand Island.

LATER.

The *Humber*, which stranded on Sand Island, has foundered, there being no means of rescuing her. All the crew are safe, but the cargo was lost with the ship.

RE-INFORCING WAI-HAI-WEI.

KUMAMOTO, March 6th.

Seven hundred troops have left here to re-inforce Wai-hai-wei.

LOCAL AND GENERAL.

M. MONNIER, of *La Trappe*, arrived at Chungking on the 13th ultimo.

H.M.S. *Porpoise* is reported to have arrived at Nagasaki from Chemulpo.

The Hangyang Ironworks have commenced operations, smelting iron ore.

Ten Nippon Yusen Kaisha are about to open a branch office in Vladivostok.

A mint for the coinage of silver dollars is to be established soon in the province of Chekiang.

On Monday afternoon the Hongkong Football Club will play the Riffs Brigade; kick-off at 4.45 p.m.

The programme of the Hankow Spring Meeting, to be held on the 9th, 10th and 11th proximo, has been issued.

All vessels entering Nagasaki from Hongkong now have to pass an examination at the Quarantine Station at Nagasaki.

The first vessel for the season '96-'97 of the Nippon Yusen Kaisha's Kobe-Newchwang line of steamers is to leave Kobe on the 19th instant.

In his weekly share report issued at noon to-day Mr. Erich Glore writes:—"The West River (including Wadchow-fu) will be definitely opened to foreign trade."

It was rumoured in Singapore on the 7th inst. that the steamer *Turks* was then several days overdue. It was supposed that her machinery had broken down.

On the 7th instant Bishop Gaspar was, according to our Straits contemporary, much better and hopes of his recovery were entertained by his medical advisers.

On the 17th ultimo "Bob" Fitzsimmons and Peter Maher were, according to Frisco papers, to fight a fight for the Championship of the World, in El Paso, Texas.

Invitations have been issued for the second of the very enjoyable dances given this season by the members of the Institute of Engineers and Shipbuilders. This "hop" will be given in the City Hall on the 27th inst.

News reached Shanghai on the 10th instant to the effect that the widow of the late Admiral Tigris, of the ill-fated *Polyas* fleet, committed suicide on the 16th ultimo at Hotel Anshu province, on the occasion of the interment of the late Admiral's remains.

Mr. W. R. Swan, late Superintendent Engineer of the Tanjong Pagar Dock, Singapore, was presented on the 6th instant with a magnificent gold watch by the Dock Co.'s employees on the occasion of his resignation. Mr. Swan has accepted an appointment in Selangor.

On the 1st ultimo a fresh lot of anti-foreign placards adorned the walls of the evil-smelling City of Cheong. Up to date named the Canadian Mission had, as a correspondent of the *N. C. Daily News* puts it, "more than once been the object of hostilities in a small way."

His note from advice in Straits papers that it is proposed to turn Messrs. GOWANS, ALEXANDER & Co.'s business into a Joint-Stock concern, with a capital of \$25,000 divided into 1,600 shares, 1,700 ordinary, and 300 deferred shares. The share list was to be closed on the 9th instant.

Germans Arrived, the Russian Minister to Korea, arrived at Yokohama from Chemulpo, on the 5th instant by the cruise *Zabaka*. Mr. Spoye will be Russian Charge d'Affaires in Tokyo during the absence of M. Hiltroff, who shortly returns to Russia to witness the coronation of the Tsar of All the Russias in May next.

The Japanese Government are, according to the *Straits Free Press* of the 7th inst., going to issue a proclamation on Monday, the 16th inst. The values are \$1 and 1/2, 1/4, 1/8, and 1/16.

The stamps are surcharged with the Malay word *Kamellahan*, which means "coronation." There was no time to order a special coronation stamp, so the issue with the late Sultan's head had to be used.

On the 10th instant some sailors belonging to the German ship *Kaiser* created a serious disturbance in Nagasaki. It appears from the *Nagasaki Express*, that some of the *Tantons*, who were three abreast in the wind, refused to pay a hauler for some oranges and when the unfortunate pedlar, pressed for payment, a huge German drew a large knife and plunged it into his four or five times and finally left the blade sticking in his victim. When these went up, yell from the wounded man and some of cooler armed with sticks, brooms, etc., came to the rescue. The police soon turned up and after a lively scuffle with the sympathisers ran in a couple of them, when they handed over to the German Consul. If the hauler dies "Jack" will, of course, have

had in-be-done, as the firm objected to cremating. Captain Hastings seems to have shown commendable energy so far, and if he had had a free hand from the first would probably have disposed of the carcasses much sooner.

It may not be inopportune to give here the opinion of a practical English farmer, who is a passenger to Australia by the *Guthrie*, on the subject of the disposal of the carcasses. He says if the disease is rinderpest—and he has very little doubt about it—should one carcass be buried, the ground where the interment is made, however carefully disinfected, will always be a source of danger. At a farm in Carrick, in the county of Ayrshire, Scotland, rinderpest attacked a herd, and the victims were buried in a paddock adjoining the sheds, which, by the advice of a veterinary surgeon, was cropped for five consecutive years, but even after this lapse of time, as soon as cattle were allowed to graze there, the disease broke out amongst them at once, proving that the contagion was still latent. Cremation is the only method of getting rid of the Cattle Plague and the Government may do well, and can do no harm at all events, if in future they cause all diseased cattle to be cremated as soon as they have been slaughtered.

NEWS BY THE AMERICAN MAIL.

The Occidental and Oriental Co.'s steamship *Goedic*, Capt. W. Pearce, from San Francisco, via Yokohama and Nagasaki, with the American mails up to 15th February, arrived in the harbour to-day. We are indebted to our San Francisco exchanges for the following interesting telegrams:—

LONDON, February 12th.

The Times this morning publishes an endorsement of the request of the British Government for information on Venezuela affairs, which was referred to by Mr. Balfour. The Times editorially says of it:—"It is different from the tone of President Cleveland's message. The spirit of both houses is a substantial proof of the earnestness of the English people to maintain cordial relations with America."

The letter of the Marquis of Salisbury in response to Mr. Bayard's request for Venezuelan boundary information is very cordial and cheerfully agrees to comply with the request.

The *Chronicle* in its editorial columns this morning claims the credit for the conversion of England to arbitration, and says:—"The speeches in Parliament show that we have reached the point where a solution is certain. The Schomburgk line is as definite as the boundaries of Wessex."

BOSTON, February 13th.

A cablegram received by the *Science Observer* of this city announces the discovery of a new comet by Perseus, one of the astronomers at Nice. The following position was secured at the observatory of Kiel, in Prussia, February 13th, 1896. Greenwich mean time: Right ascension, 10h. 44m. 48s.; declination, south, 2 deg. 22 min. 3 sec.

CAPE TOWN, February 14th.

Sir Gordon Sprigg, premier of Cape Colony, J. Holmeyer, leader of the Afrikaner party, and chief ministers and other influential persons here, have signed a declaration to the effect that the alleged Boer outrages on British subjects are mischievous fictions.

CHICAGO, February 14th.

The formal presentation of the gifts of the Emperor of Japan to Mrs. Walter G. Greenham was made at her residence in this city, the Japanese Minister at Washington handing her the following letter:—"Legation of Japan, Washington, D. C. February 12th.—Mrs. Walter G. Greenham—Dear Madam: His Imperial Majesty, our sovereign, has been pleased to signify his appreciation of the friendship invariably displayed by your beloved husband, the honorable Walter Quinton Greenham, toward Japan."

His Majesty values greatly the manifestation of those sentiments of good will to which your husband, in his high office of Secretary of State, never failed to give prompt expression whenever suitable opportunity offered, and has been graciously pleased also to signify his appreciation of the amiable and helpful intercourse which the Secretary always maintained with me as the representative of Japan.

As a token of this feeling of appreciation, His Imperial Majesty has commanded, through his excellency, the Minister of the Imperial Household, that a roll of Gobei tapestry and a pair of enamel vases should be presented to you. These articles are from the valued possessions of His Majesty, the Emperor, and I have a great satisfaction in carrying out his gracious pleasure. Believe me, my dear madam, yours very sincerely,

S. KURIYAMA.

NAPLES, February 14th.

Evelyn D. Baldwin, the meteorologist of the Perry expedition of 1893-94, was asked what he thought of the discovery of the North Pole by Peary. "I think it highly probable," he said. "It is the result of a carefully planned and not unexpected. Dr. Nansen has it worked out, accomplished that for which he has striven, the voyage of the *Fram*, under De Long, until the coming of the vessel in latitude 77 deg. 15 min. and longitude 155 deg. east, indicates that the near approach to the North Pole was certainly to be made by a well equipped and properly constructed vessel from that direction."

PHILADELPHIA, February 14th.

Professor Charles D. Walcott, was the naturalist in the Peary Relief Expedition in 1894 and 1895. "I have not the slightest doubt that Dr. Nansen was successful. I feel perfectly satisfied that the report is authentic and that he has reached the coveted goal."

INDIANAPOLIS, February 14th.

Julius M. Fredericks, who was sergeant in the Greely expedition that reached latitude 83 deg. 45 min. 30 sec. from the Pole, said to-day that he thought it was beyond possibility that Nansen had reached the North Pole. Sergeant Fredericks thinks it probable that the Pole is on land.

NEW YORK, February 14th.

One of Dr. Nansen's most intimate friends, an associate of his boyhood and a confidant of all his plans for polar explorations, is the Antarctic explorer, E. C. Borzhievsky, who is at present lecturing in this country. Mr. Borzhievsky returned from Boston last night, and with Lieutenant Peary, was a guest of the members of the Brooklyn Geographical Society at the Hamilton Club.

Talking to a reporter about the news from Dr. Nansen, Mr. Borzhievsky said: "I cannot believe it. No one will be more glad if Nansen has succeeded, but the fact that the news comes from Siberia makes me discredit it. All this is in direct opposition to Dr. Nansen's plans as he disclosed them to me. His intention was to be reached by the Pole to cross it and come back by way of Greenland. This news indicates that he is returning by the same route that he followed when he left. It seems preposterous when one considers the possibilities that would be sacrificed and the courage of a man like Nansen. He would go on, on, and not turn back and send news home by way of Siberia."

"While I was in Australia last April on my Antarctic expedition the same news practically spread all over the earth on the authority of the Paris *Figaro*. I telegraphed from Australia to Mrs. Nansen, and went to considerable expense before I found out that the story

was a canard. I shall take everything published with several grades of salt until Nansen himself is heard from. What he says I will believe, and as accurate as Stanley in conquering himself to facts. His tendency will be to leave a great many things unsaid rather than to exaggerate."

A special to the *Sun* from Washington says:—Cable dispatches from Peking announcing that Li Hung-chang has been selected to represent his sovereign at the coronation of the Czar of Russia, which takes place at Moscow next May, would indicate that the venerable ex-Viceroy has succeeded in restoring himself to favour, for more distinguished honour could not be conferred. Li Hung-chang has never been out of the country except to attend the negotiations for peace at Shimonoseki, but he told a Washington man who was in Peking this summer that he intended to make a visit to the United States and take a trip around the world. He said that it had always been his ambition to travel, but he had not been able to gratify it because his official duties had kept him at home. He felt that he would never have the gratification of seeing the wonders of the Western world unless he went pretty soon, but he did not intend to visit the United States until there was a Republican President. He did not think that President Cleveland would want to see him. He went to Russia he will have to pass through Europe. He will probably have to spend some time on the journey, and may return by way of the United States.

The Herald's Havana cable says:—In an interview with the Havana correspondent of El Imparcial of Madrid yesterday, General Weyler is reported as having admitted that the state in which he found affairs here upon his arrival was anything but encouraging. He hoped, however, by increased activity and more perfect organization of the forces at his command, soon to improve the situation materially. It is expected that before the Captain-General begins an active campaign against the insurgents in the field he will issue a proclamation directing peaceable country people within a given period to move their families into the nearest towns protected by the Government garrisons, his object in thus concentrating non-combatants in villages being to leave the outlying country open to free military action. People who still persist in remaining outside the lines will be regarded as abettors and sympathizers with the insurgents and be treated accordingly. Several annotations of prominence have joined the revolution in the last fortnight, among them the Mayors of Managua and San Antonio de Las Vegas, Havana Province. El Criterio, the oldest autonomist organ in the island, published in Remedios, Santa Clara, has been suppressed. Santiago de Cuba advises report an important bridge on the American railway line to St. Luis as having been blown up by the insurgents.

February 14th.

Sir William Van Horne, President of the Canadian Pacific Railway, was in the city today, his way to Nassau, West Indies. He said:—"The grain crop of the North-west, Manitoba, last season, yielded 1,000,000 bushels between 6,000,000 and 7,000,000 bushels, and the prospects for this commodity are equally good. Our local business is enormous, traffic being plentiful, and we are not cutting rates to get it."

ST. LOUIS, February 14th.

Judge Alexander Davis breathed his last at the Baptist Sanatorium to-day, surrounded by members of his family and friends. He was 64 years old. Judge Davis was the first whose name was immortalized by Mark Twain in "Roughing It." The judge was then living in Virginia, Nev., where he presided over the People's Court.

PHILADELPHIA, February 14th.

It is feared in shipping circles that the British steamship *Arcturion*, Captain Cameron, from Hamburg January 14th for Philadelphia with a cargo of thirty-five men and 4,300 tons of best sugar, valued at upward of \$300,000, foundered at sea, as nothing has been heard of her since January 14th, when she passed Dunnet Head, having taken the northern route through what is known as the Pentland firth, one of the most dangerous localities known to navigators. The missing ship has on board the largest cargo of best sugar ever shipped here in one vessel, and it is consigned to the *Spektr* Sugar Refining Company, who have it fully insured. In addition to this there are about 150 tons of general cargo. Should the vessel have foundered at sea the loss will be upwards of \$500,000.

WASHINGTON, February 14th.

The Venezuela Commission was held to-day with all of the members present. The geological survey, through Mr. Baker, reported that the physical map of the country in dispute was almost finished. It is proposed to have this map divided into sections, which will be enlarged. Upon these enlargements notes may be made, so that each member of the commission can make independent studies of the situation.

The Commission is highly gratified at the position taken by Great Britain in responding favourably to its request to be supplied with information relative to the location of the boundary line.

LONDON, February 14th.

The British Foreign Arbitration Association has delegated one of its vice-presidents to visit the United States in order to obtain matter for a report to the association upon the Venezuelan boundary dispute and its outcome.

LONDON, February 14th.

In the House of Commons Sir Matthew White Ridley, Secretary of State for the Home Department, replying to Timothy H. Hartington and Michael Davis, said that he had carefully considered the cases of the Irish prisoners and had decided that he could not grant them amnesty.

Timothy H. Hartington said that he was writing to the Secretary of State on the ground of the party needs, to reconsider the refusal of the chairmanship of the party, and offering to withdraw from the party if the chairman would accept of his resignation, or the hardest of opposition of the Hartingtons, whose only wish, he says, is to make Mr. St. John's tenure of the chair agreeable and honourable.

The so-called Mabelick committee, has submitted an exhaustive presentation of Mrs. Maybrick's case to the Home Secretary presenting new and important matter for his consideration.

WILMINGTON (N.C.), February 14th.

The steamer *Commodore*, the alleged filibuster vessel, which has been detained here for some time, received her discharge papers and sailed to-day. She is supposed to have been bound for the Cuban insurgents, and her probable destination is Charleston, S. C. The departure of the vessel was made without any effort at secrecy.

A suit which asks for \$5000 damages was put on trial to-day by J. M. Doolittle of this city against the San Insurance Company of London. Plaintiff's counsel, who is the attorney for this city, and three months ago the business was sent here to examine into the business. This agent claimed that several hundred dollars were due and demanded payment. Doolittle said he would settle shortly and left for San Francisco. When he reached there he was arrested on a charge of embezzlement, and brought back to France, where the case against him was dismissed. He signed with the company that he would pay the damages, but the company is vigorously disputing the suit.

THE ITALIAN AIM IN ABYSSINIA.

[Saturday Review.]

The large expenditure of men and money that Italy is being put to at the present moment in a war in Abyssinia may seem to many a matter of vast surprise, for the physical features of the country upon the conquest of which our allies seem bent are well known to be of a sterile and unprofitable nature. But the aim of Italy does not lie merely in the debilitation of Menelik and the conquest of the northern part of his dominions, the arid tableland of Abyssinia, but rather in the conquest of the southern part where a vast extent of healthy and fertile country is to be found, not only in the province of Shoa, but more especially in the plateau of Harar.

Both Shoa and Harar at one time formed separate kingdoms, and it was only by the conquest of the North that Menelik—until then King of Shoa—became Negus of Abyssinia. The Harar district was added to his dominions later on. It may not prove uninteresting now that the question is one that is absorbing so much public interest to revert briefly to Harar and its surroundings, which, as already stated, form the ultimate goal of the Italian troops. Nor is there any reason to believe that their arrival there will be hailed with anything but satisfaction by the natives, for the barbaric government of Menelik and his officials has ruined the poor race-loving Hararis and their neighbours the Gallas.

Formerly an independent kingdom, Harar became in time an Egyptian province, and remained so until, in 1884, at the urgent advice of Great Britain, the late Khedive consented to evacuate the town and province, owing to the vast military control by the revolt in the Sudan, and the difficulty, danger, and expense of holding so distant a district. Ras Fatha, accompanied by an English officer, carried out the evacuation, and numbers of officials, troops and "fellahs" found their way to the coast, many of the latter being eventually granted lands in the neighbourhood of Suakin. The Hararis, who form a little separate people which probably owes its origin to a mixture of Arab, Galla, and Egyptian blood, put a descendant of the original reigning family on the throne and settled down peacefully to their trade and agriculture. But such a state of things was not long to last, for Menelik, whose dominions in Shoa reached to within an easy march of the practically unfortified city, and only a very few years after the Egyptians left he arrived with his warriors in the vicinity of the place. Now Menelik, had never seen a town before, all the dwellings of Abyssinia being thatched, and the sight of the imposing city on its hill, surrounded by impenetrable walls, is said to have almost persuaded the king to return home; but his advisers kept up his spirits, and Harar fell without a blow being struck. And then commenced, no massacre it is true, but such a system of culpable destruction that the wealth of the city and its rich gardens was practically destroyed in a few days. The ignorant brutal Abyssinian soldiers, down the valuable coffee plantations for firewood, and destroyed hedges and property to their hearts' content, until having extorted all the money possible from the citizens, Menelik withdrew himself and his army into Abyssinia, leaving a sufficient force to garrison the place and a victory to rule in his name, the well-known Ras Makonnen. Since then the whole district has been a prey to the conquering people. Menelik's government has practically ruined its commerce, and its agriculture has been neglected. Yet Harar and its surroundings offer facilities for both commerce and agriculture as great as are to be found in any portion of Africa. Harar lies in a rich district, and certainly the entire country to the South would seek it as a market were the caravan trade safe, and their goods and animals not liable to be confiscated by grasping officials.

The town of Harar, which lies at an altitude of between six and seven thousand feet above the sea level, is situated on an undulating plain, which stretches away on all sides except to the N.W., where lies the range of hills, rises. Water runs in clear streams in every direction, capable of irrigating miles of fertile plains. Coffee, the rice, bananas, and almost all European fruit trees seem to flourish, and the fertility of the soil is extraordinary. Grazing land for thousands of flocks and herds extends in every direction, while forests of valuable timber lie within two days' easy march. The climate is healthy and not little fever exists, though the time of the writer's visit cholera was rife in the place. With such advantages the Italians might make a paradise of Harar, and no peasant in the world is more likely to realize the value of the land than they are, for the climate much resembles that of Italy. A caravan route that offers but few difficulties, and which is to-day in constant use, unites Harar with the Somali coast at Zela, a distance of considerably less than a hundred miles, nearly all of which, with the exception of the last thirty miles, is over comparatively level ground, and the expense of laying a railway from the coast to Jidda, at the foot of the Harar highlands, would be small indeed, and with the facilities and cheapness of transit the local market would increase and the tribes from the country round would make the town their centre of commerce. Gold, ivory, coffee, and a dozen other valuable commodities would be exported, while for manufacturing goods the demand would be very considerable, and even with the existing disadvantages it is so to-day.

It can little be wondered at, then, that Italy, with its barren colony on the shores of the Red Sea, is desirous of pushing further afield and arriving in a country which a small capital and a few colonists would make unrivalled. And for England the advantage of Italy as a neighbour to our protected Somali possessions could not be overestimated. The trade of Aden and the coast to the coast trade of lawless Abyssinian soldiers in the country which, nominally it has come to be practically, is under our protection.

Once Menelik is defeated, and his vast hordes of troops disbanded, it is extremely improbable that any serious resistance will be offered to the Italians, who will be able to continue their march, pacifying the country as they proceed, until Harar is reached. And once at their goal the process of colonization will commence, and in a few years time, it may sincerely be hoped, the gardens of Harar will be bearing their rich harvest of coffee again. At all events we should have cause to be grateful to the brave Italian troops, whose progress, as they themselves know too well, has been so child's play for the place of lawless, our neighbours the most debased of all the Christian people of the world—and the Moslem Somalis and Gallas are far better men than the Abyssinians—we shall be able to welcome our allies of the Mediterranean, whose skillful peasantry will change the entire condition of the country and render of use and value the now neglected plateaux and valleys of Harar.

WALTER H. HARRIS.

[Unfortunately, the vicious Ras of Abyssinia has yet to be defeated.]

CHUNGKING NOTES.

(FROM OUR CORRESPONDENT.)

Chungking, February 19th.

The Japanese Consul-General and suite, making a total of seven persons, arrived here to-day, and were received by the Taijiao, who had one of the numerous *lung-hyans* of the city ready for their use. The party had a slow and uneventful journey from Ichang in two of the passenger boats known here as *shuats*, which are comfortable enough, though somewhat richly appointed to those who have been accustomed to steamers. A lifeboat accompanied them, as is usual with all travellers who wish to avoid risk at any time of the year, and a small gunboat served as escort and marked the official character of the voyagers. The whole expedition sailed quietly up to one of the city gates without attracting much observation, as was probably wished by all the parties concerned. No attempt at parade or pomp, such as might be expected from the representatives of a conquering power, seems to have been made; the Japanese even going so far as sometimes during the journey to put on Chinese dress, as if to signify to the Celestials that "within the four seas all are brethren." If a straw shows which way the wind is blowing, we may infer from this specific demonstration that an offensive and defensive alliance may shortly be commented on between the two nations. Considerable delay seems to have taken place after finishing with Shashi, and it is said that the advent of the Japanese was delayed until after China New Year at the earnest request of the authorities here. The Japanese Consul will probably procure a building in the city to serve as a temporary consulate, and then the question of settlement may be entered upon fully and at length. Indeed some of the more impatient foreigners assert that as far as the Chinese are concerned the discussion may go on *ad infinitum*, and express doubts as to whether any settlement will ever exist, save as a figment of the imagination; perhaps the accession of a few steamers may expedite matters.

Other arrivals are two French gentlemen, one of whom is the travelling correspondent of *Le Temps* newspaper of Paris, and the other is connected with the Tongkin Chamber of Commerce. They expect to proceed overland from here to meet the French Commission, which is now supposed to be not many days' journey from Chungking. A few missionaries have also arrived, and mission work is going on uninterruptedly again, and with exceptional energy just at this period of the Chinese New Year.—*Mercury*.

THE JAPANESE BOGEY.

There seems to be a belief, strengthened almost daily by absurd rumors, that Japan is about to take a prominent position upon the high seas. If all that is said about her is true, even England may fear her rivalry as a maritime power. As for this country it apparently is to stand no show on the seas as against Japan. An absurd fear seems to have taken possession of the world in regard not only to the possibilities but also the probabilities of Japan making in commerce the same sudden and wonderful success she did in her war with China, and appearing suddenly before the astonished nations as an energetic and powerful commercial and manufacturing country second to none. This fear was well shown in this country when the statement was made that Japan had already prepared to flood the land, through San Francisco, with all kinds of the highest class of manufactured goods, at much less price than the cost of production here. A little inquiry showed that scarcely any of the class of goods mentioned were made in Japan, and that there was "little probability," for some time at least, of any being made there.

Japan has met with overwhelming success in a field where it was rather expected she would fail to the end. She is a great nation, possessing largely what appears to be essential to the success of modern states, commercial and manufacturing resources and possibilities. But success has intoxicated her somewhat and she is inclined to believe that the world is hers for the striving, that Western powers must succumb to those advantages which she thinks she has above them, and that the cheaper labor and peculiar talents of her people will give her the lead in that competition which is the life of commerce. Startled by the developments and transformations made by the Japanese-Chinese war, Western nations are inclined to admit that Japan has all the great and many manufacturing resources claimed for her, and that her possibilities in developing these threaten to sweep her into the ranks of the great powers. But reversals are not likely to come to pass. Japan has not and will not have the power and resources necessary to change the current of trade. She will, no doubt, become a strong factor in international trade, but she can only come into it on the same conditions as the others. Trade is not subject to the sway of fairyland, where quick transformation seems upset all plans and works.

The defeat of what was said changes Japan makes is recalled by the statement that the principal steamship company of Japan, the Nippon Yusen Kaisha, has decided to open a line to Europe. Lines to the United States are already arranged for, we believe. It is stated that the company made a profit of 5,500,000 yen by chartering steamships and transporting to the Government during the war, and instead of dividing this as profit, the money is to be devoted to the more patriotic purpose of starting the steamship line to Europe. Five or six first class steamers of from 5000 to 6000 tons each are to be bought in England. This line will be good news for English shipbuilders, if not for English shippers. But two or three steamship lines do not make a formidable merchant marine, and maritime expansion begun at a moment of unexpected victory and success and supported by great profits made by war, is not always extensive and permanent. Astonishment has made everybody passive for the moment, Japan has yet to feel what strong, active, never-ending competition on the high seas really means. America need not be cast down by the appearance of this new rival on the Pacific. Let them make some allowance for Oriental limitations, and steadily strive for the best place in the new international trade.—*New York Herald*.

SHANGHAI AND HONGKONG WHARF COMPANY.

(FROM OUR CORRESPONDENT.)

Chungking, February 19th.

The following is the report of the Directors for the year ended 31st December, 1895, to be submitted to the annual general meeting, to be held at the Shanghai Club, on Wednesday, the 12th instant, at 4.30 p.m.:—

The Directors beg to submit to the shareholders the annual statement of accounts for 1895.

After payment of an *ad interim* dividend of Tls. 8.00 per share on the 12th August last, the Profit and Loss Account shows a credit balance (including Tls. 12,827.30 brought forward from 1894) of Tls. 51,627.26, which is proposed to divide among the holders of the 8,631 new shares of the Company, representing the above mentioned 2,867 shares—Tls. 6.00 per old share.

The *re-division* mentioned in last year's report as being necessary to the Pootung Wharf and Tugboat, Wharf have been completed, and paid off out of revenue.

Consequent on the sale of part of the Ningpo Wharf premises Tls. 30,000 of debentures were purchased on the market and cancelled.

At the beginning of November Mr. A. Kniff, on the invitation of the Directors, joined the Board.

In pursuance of the Resolutions passed at the extraordinary general meeting of the shareholders held on 11th November the Directors have completed the purchase of Messrs. Jardine Matheson & Co.'s interest in the Wharves; the revised deed of settlement has been printed, and three shares of the face value of Tls. 100 each share previously held have been placed to the credit of shareholders in the Register as on 1st January, 1896.

Mr. Burman having gone home, the Directors appointed Mr. C. W. Wrightson to audit the books in conjunction with Mr. Wingrove. The present Directors and Auditors offer themselves for re-election.

JARDINE, MATHESON & CO. General Agents.

COMMERCIAL NEWS.

HONGKONG SHARE MARKET.

Hongkong, March 14th.

Mr. Edith Georg in his *Weekly Share List* issued at noon to-day states:—

A large business has been done in various stocks at advancing rates, and the market closes very active.

BANK SHARES.—In the early part of the week small sales of Hongkong and Shanghai were effected at 173½ to 175 per cent. premium, but on receipt of news that the Anglo-Chinese Government loan for the Chinese Government for £16,000,000 had been actually concluded, the market became excited, and a fair business has been transacted at rates ranging between 180 and 192½ per cent. premium for cash and end of month, the market closing a shade easier with sellers at 191 per cent. premium for cash. The London rate has advanced to £4.10.0. Nothing has been done in either Bank of China or Nationals.

MARINE INSURANCE SHARES are very strong. Unions have been placed at \$200 and more shares are wanted. The extraordinary meeting called for 12th instant did not come off, the Directors, in deference to the wishes of a majority of shareholders, taking the dispositive course of withdrawing the proposal for an increase of their fees. China Traders sold at \$37 to \$38½ and called for demand. North China are wanted at Tls. 22½, while Yangtze have advanced to \$132. Canton sold at \$197½ and \$200, but more shares are on offer at the higher rate. Straits have been done at \$20 cash and at \$30 per 31st May. From the report I take the following particulars:—The 1894 accounts have been closed by transferring to underwriting suspense account the sum of \$30,000, and by carrying forward the sum of \$30,884.48 to Profit and Loss Account. The 1895 accounts show interest on investments \$33,267.57 (against \$62,824.93 for previous year) after deducting 10 per cent. dividend paid in 1895, leaving off \$1,500 from Stock and Furniture Account, and \$5,514.74 loss on investments realized, there remains a balance of \$98,309.21 at credit, from which the following appropriations have been made:—To Reserve \$20,000, increasing that fund to \$160,000 and \$3,000 to the Employees' Guarantee and Provident Fund, leaving a balance of \$75,309.21, from which it is proposed to pay a 10 per cent. dividend for 1895, and carrying \$15,592.48 forward to Profit and Loss Account, 1895. The Reserve for Exchange and Investment Fluctuation now stands at \$100,000, as against \$121,234.64 as prior to account. The net premium collected in 1895 amounts to \$1,108,569.62, as against \$935,709.81 in 1894, and the balance at credit of 1895 working account amounts to \$538,337.48, against \$449,197.69 in 1894. Adding the \$15,592.48 brought forward from 1894, there therefore remains \$553,930.66 at credit of new Profit and Loss Account.

FIRE INSURANCE SHARES have improved further. Hongkong changed hands at \$110 to \$112 and are wanted, while Chinas sold at \$92 to \$92½, closing with sellers at the latter rate. The Liquidators of the Straits Fire Insurance Company made a fourth payment of \$12 per share—\$12 return per share so far.

SHIPPING SHARES.—Hongkong, Canton and Amoy have advanced further, and a considerable number of shares are being negotiated hands at \$33 to \$33½, closing with sellers at the latter rate. The West River (including Wuzhou) will be definitely opened to foreign trade. Indo-China are quiet with sellers at \$63½. Chinas and Manilas sold at \$70 and are wanted; the net profit for 1895, after writing off \$23,201.68 from the value of steamers, boats and mortgages, amounts to \$35,974.02, from which it is proposed to place \$10,000 to reserve fund, to pay a dividend of 10 per cent., and to carry forward to this year's account the balance of \$7,074.02. Douglases sold at \$52 to \$52½, but there are shares offering again at \$52½. Chinas Mutuals sold at \$8 10s. for preference shares, and \$3 15s. for ordinary £5 paid shares, 25 dividend, and shares are in demand.

REVENUE SHARES.—China Sugar sold as high as \$121 cash and \$120 for 31st June, but cash shares are offering now at \$110. The report will be out in a few days, but I hear that the loss on working of 1895 amounts to \$24,000, which the General Managers reduce by 10 per cent. Commissions, to \$21,600. The water supply scheme has been abandoned, and from the \$160,000 standing in that account, \$140,000 will be transferred to profit and loss account, so that the total debit balance will be \$101,010. Lunans, which will pay a dividend of 10 per share, I hear, rose rapidly with sales from \$65 to \$71½, but shares are offering at \$70.

MINING STOCKS.—Fusions sold at \$7 to \$6½ for ordinary and are wanted for the latter rate. New Balmores sold at \$17½ to \$18½, at which rate shares are wanted, holders demanding \$3. Ranks are offered at \$4. A telegram from the mine, dated 4th instant, states that the crushing is finished, 2,500 tons of ore crushed during two months' working, 1,170 tons of ore of smelted gold. Prospects are more favorable.

DOCK, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks closed down a bit, and sales took place at \$16 and \$16½ per share, but shares are wanted, and are offered on the market at \$16 and \$16½.

per cent. premium for cash, and every indication of a further rise. Hongkong and Whampoa Docks and Godown shares sold at \$48 and are wanted at that rate. Wanchai's unchanged; and so are New Amoy Dock shares. This latter Company will hold its ordinary yearly meeting on 26th instant, transfer books being closed until that date.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands sold at \$74, \$73½, and \$73, and there are sellers now at \$73½. Kowloon Lands sold at \$16½ and \$16½ and are wanted. West Point fetched \$18, and Hongkong Hotels are in demand at \$33½. In Humphreys Estate and Finance Co.'s shares a large business has been put through at \$20 to \$21, market closing very strong.

MISCELLANEOUS.—Green Islands sold at \$14½ to \$15½. Watson's at \$12½ to \$13½, and there are further buyers at the higher rate. Hongkong Electric found buyers at \$2. River sold at fair quantities at \$100. Geo. Fenwick & Co. sold at \$24 and are wanted now at \$24. The 7th ordinary yearly meeting will be held on 10th instant, transfer books closing from 16th to 10th instant. The report is out, and the net profit for the past year (including \$12,194.72 brought forward from previous year's account) after writing off \$8,941.61 for depreciation, is \$35,910.01. From this amount it is proposed to pay a dividend of 10 per cent. absorbing \$15,000, auditors' fees \$150, consulting commission ten \$300, to place \$1,000 to reserve (increasing that fund to \$6,000) and to carry forward the balance of \$16,600 to new account. Ice and Tramways sold at last rates and are in further demand. Dairy Farms are weak owing to the outbreak of a disease amongst the cattle and the consequent stoppage of the trade. Ewo Cotton Spinning and Weaving Company's shares have been taken by Shanghai buyers at Tls. 68½ to 70 and are in demand at the higher rate.

At the beginning of November Mr. A. Kniff, on the invitation of the Directors, joined the Board.

In pursuance of the Resolutions passed at the extraordinary general meeting of the shareholders held on 11th November the Directors have completed the purchase of Messrs. Jardine Matheson & Co.'s interest in the Wharves; the revised deed of settlement has been printed, and three shares of the face value of Tls. 100 each share previously held have been placed to the credit of shareholders in the Register as on 1st January, 1896.

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Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Chartered Steamship

"OCAMPO."

Captain Hawkins, will be despatched for the above Port TO-MORROW, the 15th instant. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12th March, 1896. [502]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"GUTHRIE."

Captain McArthur, will be despatched for the above Ports on or about the 15th instant. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions throughout the voyage. A Stewardess and a duly qualified Surgeon are carried. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12th March, 1896. [451]

FOR NEW YORK, VIA SUEZ CANAL.

(Following the S.S. *Fallado* Hall.)

THE Steamship

"QUEEN OIGA."

Captain Harris, will be despatched for the above Port on or about the 15th instant. For Freight or Passage, apply to SHIPMAN & Co., Agents.

Hongkong, 21st February, 1896. [408]

"MOGUL" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GHAEZE."

Captain Bailey, will be despatched for the above Port on TUESDAY, the 17th instant, at Noon. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 5th March, 1896. [419]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"FLEKTRA."

Captain F. C. G. G. will leave for the above places on TUESDAY, the 17th instant. For Freight or Passage, apply to SANDER & Co., Agents.

Hongkong, 10th March, 1896. [488]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TANTALUS."

Captain Haasch, will be despatched as above on WEDNESDAY, the 18th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th March, 1896. [396]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO, TIENTSIN AND NEWCHANG.

THE Steamship

"KANSU."

Captain Somerville, will be despatched on FRIDAY, the 12th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th March, 1896. [503]

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for Landing Passengers if sufficient inducement offered.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL and BREMEN.)

THE Steamship

"FRIGGA."

Captain J. Jäger, will be despatched for the above Ports on or about the 25th instant. This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess. For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, 5th March, 1896. [460]

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLES, BREMEN AND HAMBURG.

THE Company's Steamship

"DOROTHEA RICKMERS."

Captain Pape, will be despatched as above on WEDNESDAY, the 25th instant. For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 5th March, 1896. [461]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"TELENA."

Captain T. G. Scott, will be despatched as above on WEDNESDAY, the 25th instant. For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 7th March, 1896. [471]

"GLEN" LINE OF STEAM PACKETS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GLENARTNEY."

Captain Gely, will be despatched as above on or about THURSDAY, the 25th instant. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 12th March, 1896. [472]

Intimations.

A WORD TO THE WISE!

THE SAFEST AND SUREST PROTECTOR AGAINST PLAGUE, FEVERS, SMALL-POX, CHOLERA, AND OTHER INFECTIOUS DISEASES.

ESSETS FLUID,

THE STRONGEST KNOWN DISINFECTANT, GERMICIDE, ANTISEPTIC AND DEODORISER, NON-POISONOUS.

ENDORSED AND RECOMMENDED BY THE HIGHEST MEDICAL, SCIENTIFIC, AND SANITARY AUTHORITIES.

WATKINS & CO.,

SOLE AGENTS,

APOTHECARIES' HALL, 66, Queen's Road Central.

Hongkong, 12th March, 1896. [52]

\$1,000 ONE THOUSAND DOLLARS. \$1,000

INSURE YOUR LIFE AGAINST FATAL ACCIDENT BY SUBSCRIBING

"THE HONGKONG TELEGRAPH."

THE SCOTTISH METROPOLITAN LIFE ASSURANCE COMPANY WILL PAY

THE SUM OF

\$1,000 MEXICAN,

to the legal representatives of the European holder of this COUPON in the event of his death by Accident on or before the 31st March 1896 while on land within the confines of HONGKONG or any Treaty Ports of CHINA or JAPAN, or the immediate neighbourhood thereof, provided that the Name and Address of the said holder appears in the List of European Subscribers to the "HONGKONG TELEGRAPH."

as furnished to the Company for the Three Months ending 31st March 1896; that the premium thereon has been duly paid; that death takes place within One Month from the occurrence of the Accident, and that notice of death, with full particulars, is sent within fourteen days of its happening to Mr. J. Y. V. VERNON, Hongkong; It being declared that \$1,000 only will be paid in respect of any one death.

* This premium is paid quarterly in advance by the Proprietors of *The Hongkong Telegraph*.

J. Y. V. VERNON,

AGENT.

Hongkong, 1st January, 1896. [50]

SOCIETE FRANCAISE DES EXPLOSIFS, 7, RUE DE L'ISLY, PARIS.

DYNAMITE

No. 1 Blasting Gelatine, No. 1 Dynamite, Gelatine Dynamite, Gelatine, Detonators, and all necessary appliances, can be obtained in any quantity, securely packed in cases of 50 lbs. each.

TRADE MARK.

Apply to Messrs. DODWELL, CARLILL & Co., Hongkong. Agents for M. OPPENHEIMER & Co., Paris.

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. I. British Ship

"QUEEN ELIZABETH."

Falcon, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co., Agents.

Hongkong, 18th February, 1896. [536]

FOR SAN FRANCISCO.

THE American Barque

"COLOMA."

Noyes, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co., Agents.

Hongkong, 11th March, 1896. [495]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR."

Captain Asquith, will be despatched as above on WEDNESDAY, the 25th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th March, 1896. [473]

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

STEAM FOR COLOMBO, BOMBAY, PORT SAID, LONDON AND ANTWERP.

THE Company's Steamship

"TOSA MARU."

will be despatched as above on or about the 30th instant.

To be followed by a Steamer leaving Japan monthly.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 9th March, 1896. [479]

JAVA, CHINA JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS. (Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. *Germania*..... To JAVA..... March.S.S. *Castalia*..... To JAVA..... April.S.S. *Federallin*..... To JAVA..... May.S.S. *Federallin*..... To JAPAN..... April.S.S. *Germania*..... To JAPAN..... May.S.S. *Castalia*..... To JAPAN..... June.

General Agents for China & Japan, LAUTS, WEGENER & Co.

Hongkong, 24th February, 1896. [597]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. I. British Ship

"BRODICK CASTLE."

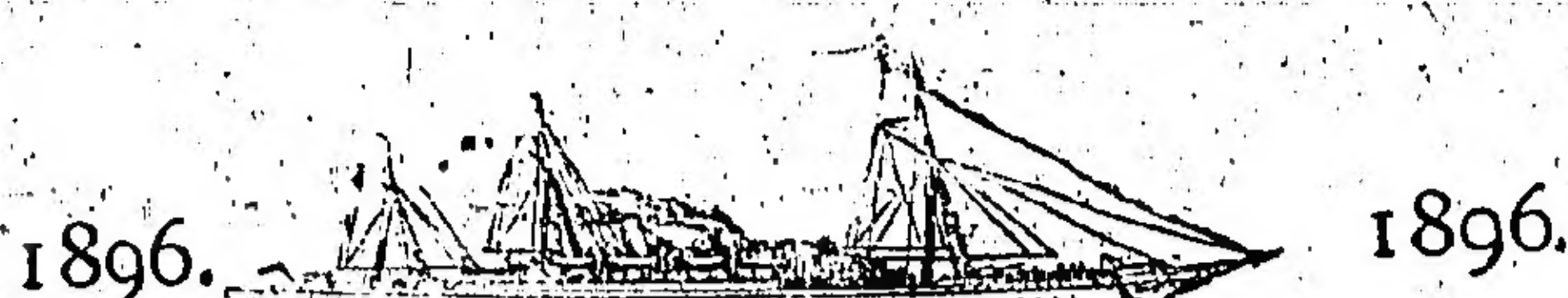
Ferguson, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co., Agents.

Hongkong, 12th March, 1896. [598]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN, Comdr. G. A. Lee, R.N.R., WEDNESDAY, 18th March.

EMPEROR OF CHINA, Comdr. K. Archibald, R.N.R., WEDNESDAY, 18th April.

EMPEROR OF INDIA, Comdr. H. Pybus, R.N.R., WEDNESDAY, 25th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 12th March, 1896.

D. E. BROWN, General Agent,

Paddy's Street.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

— VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st March, at Noon.

Belge (via Nagasaki, Kobe, Inland Sea, Yokohama) Wednesday, 8th April, at Noon.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama) Saturday, 8th April, at Daylight.

THE Company's Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 21st March, 1896, at Daylight. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 11th March, 1896. [5]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Sole Agents.

Hongkong, 12th March, 1896. [14]

Mails.

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alteration.)

Callagong Tuesday 17th March.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"CHITTAGONG."

will be despatched hence for HONOLULU, VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on TUESDAY, the 17th March.

Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN & Co., Agents.

Hongkong, 12th March, 1896. [407]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON.

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Fremont Tuesday 1st March.

Sachin Tuesday 18th April.

Karlruhe Tuesday 16th May.

Prins Heinrich Tuesday 21st June.

Fremont Tuesday 21st July.

Sachin Tuesday 18th August.

Karlruhe Tuesday 13th Sept.

Prins Heinrich Tuesday 13th Nov.

Fremont Tuesday 10th Nov.

ON TUESDAY, the 31st day of March, 1896, at 2 a.m., the Company's Steamship "FRUSSEN," Captain D. Högemann, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 28th March. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 30th March, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 30th March. Contents of Packages are required. No Parcel Receipts will be signed for less than 20 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 9th March, 1896. [447]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table, Doctor and STEWARDNESS carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma 1240 Tuesday April 7.

Victoria 1067 Tuesday May 3.

Hankow 1304 Tuesday June 2.

THE Steamship

"TACOMA."

Captain R. Crawford, sailing at Noon, on TUESDAY, the 7th April, will proceed to VICTORIA, B.C., and TACOMA, Wash., via